

Supplementary Agenda

**We welcome you to
Mole Valley Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Supplementary Agenda

Item 4a: Written Public
Questions

Item 4b: Written Member
Questions

Item 5a: Petition to: Improve
the safety on the Newdigate
Road for our school and
children

Item 5b: Petition to: Install a
safe, controlled pedestrian
crossing at Chalkpit Lane,
Dorking

A G E N D A



Venue

Location: Virtual

Date: Wednesday, 9
December 2020

Time: 2.00 pm

SUPPLEMENTARY AGENDA

4a PUBLIC QUESTIONS (Pages 1 - 8)

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

Seven questions have been received. The full wording and officer responses are provided within.

4b MEMBER QUESTIONS (Pages 9 - 10)

To receive any written questions from Members under Standing Order 47.

One question has been received. The full wording and officer response are provided within.

5 PETITIONS

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

a PETITION TO: IMPROVE THE SAFETY ON THE NEWDIGATE ROAD FOR OUR SCHOOL AND CHILDREN (Pages 11 - 12)

The full wording of the petition and officer response are provided within.

b PETITION TO: INSTALL A SAFE, CONTROLLED PEDESTRIAN CROSSING AT CHALKPIT LANE, DORKING (Pages 13 - 16)

The full wording of the petition and officer response are provided within.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 9 DECEMBER 2020****LEAD OFFICER: JESS LEE, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC****DIVISION: ALL****1. Question submitted by Cllr Caroline Salmon:**Background to Question about bumps on the A24

As a Local Councillor who lives on the A24 South of Dorking, I am increasingly being approached by residents living in Holmwood and Beare Green about the bumps that have occurred because of settlement around road tunnels at 2 points on the A24 Between North Holmwood Roundabout and Beare Green Interjunction.

As I drive a very low car, these bumps now have to be approached at a max of 20mph or the whole car excessively jumps, vehicles with trailers at less than the 50mph speed limit can easily be made to skew, Lorries really jump, and it is noticeable that all locals slow down considerably or try to get round these ridges. Only the one nearest to North Holmwood has a "Bumpy Road" sign.

Highways Officers are aware of these 2 areas of road subsidence, but no repair is currently noted on any Action List on the SCC website.

The road areas are:-

Patch 1

Northbound A24 between the Spook Hill Turning and before the North Holmwood was "repaired" but it is now far worse than it was before,

Patch 2

Southbound A24 after the railway line tunnel where Bregsells Lane cuts under is no longer a dip one side of the road tunnel. Post this ridge there are many tyre marks and cuts in the tarmac caused by a trailer that turned over last year.

In September (Highways ref 1658689/ME-881156) a trailer hit these ridges, almost got control back and then hit a further ridge just after the Beare Green turning onto the A24 Southbound - causing the trailer to jack-knife, closing the road.

I have been informed that these areas will be scored and risk assessed for future funding and prioritised against other county schemes.

Question:

The bumps caused by subsidence around the road tunnels below the A24 on the stretch between North Holmwood and Beare Green roundabout have worsened. With what could be a cold winter approaching, both could become serious hazards to all drivers.

When will Surrey Highways be able to do something about these two locations on the A24?

ITEM 4a

Are the bumps now on a list for urgent repair?

Response:

The A24 northbound section between Spook Hill & Flint Hill has been scored and combined with the southbound carriageway to create a scheme '[for future consideration](#)' on our planned maintenance programme. These are not prioritised for 2021 but should feature on a programme in following years depending on funding allocations.

The A24 southbound approaching Bregssells Lane is currently identified on our website as a planned surface dressing scheme. This was the normal lifecycle treatment for this type of road having last been resurfaced approximately 10 years ago. It will be reassessed in the new year to reevaluate chosen work type and priority.

To maximise funding from central government Surrey County Council prioritises schemes on its planned maintenance programme in accordance with best practice guidance on asset management. Therefore, all roads on the planned maintenance programme have been prioritised in accordance with the cabinet approved process. This process takes account of criteria including condition; network priority; risk and network management.

The A24 will continue to have safety inspections on a monthly basis and any defects at intervention levels scheduled for repair.

2. Question submitted by Cllr James Friend:

The footpath running to the north of the A25 between Milton Court Drive and Westcott House is dangerously narrowed at both head and shoulder height and ground level, forcing pedestrians into the roadway if they are trying to pass another footpath user. This has been reported to County Highways officers who have explained that they have carried out a site inspection and that the issue does not prioritise for remedial or maintenance work at the present time. The County Councillor has explained that the Member Highway Fund allocation is fully committed for this year. Please can the Committee consider how to get this important safety work funded as a matter of urgency as many residents believe that this is pedestrian fatality waiting to happen?

Response:

The maintenance of the pavement to the side of the A25 has been raised with adjacent landowners who have overhanging vegetation. Mole Valley District Council and Surrey County Council are liaising on any prioritised cleaning and maintenance to the existing pavement. Officers are meeting shortly to determine if this stretch of pavement could be prioritised for maintenance works, and to identify any available funding.

3. Question submitted by John Arnold, Mole Valley Cycling Forum:

Background:

In the summer the Government published its strategy - "***Gear change: a bold vision for cycling and walking***" -

<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england> and is providing funding for schemes which meet the criteria set out in the strategy. SCC was recently allocated over £6.4million for active travel schemes, although Mole Valley was not included, due in part to the lack of a LCWIP (Local Cycling & Walking Infrastructure Plan), the absence of which places Mole Valley at a considerable disadvantage in securing funding. It is understood that future funding applications will only be considered when accompanied by a LCWIP.

Question:

What plans do MVDC and SCC have to develop a LCWIP for Mole Valley and how will it be developed and taken forward in consultation with local stakeholders?

Response:

The County council is working to develop Local Cycle and Walking Infrastructure Plans (LCWIPs) to provide a countywide network of routes and proposed interventions to increase active travel uptake and safety. This follows the completion of the pilot LCWIP for Woking earlier this year. Working in partnership with District & Boroughs for each strategic project area the LCWIPs will be developed in phases with expected completion of the infrastructure plans and more detailed feasibility design work over the current and next 2 financial years. Each area LCWIP is expected to take 6-9 months to complete with a further 6-9 months to complete the detailed feasibility that will support a strong business case to secure funding.

The first phase of new LCWIPs is now underway including Reigate & Banstead. Project work has recently commenced and will inform future bids that are made to secure funding for this type of infrastructure. Other areas of the county will follow in due course, including Mole Valley. Local level expertise and area knowledge will be vital to support the planning and development stage of each LCWIP, and to see the process through to implementation of proposed measures. Two stages of stakeholder engagement are planned within each LCWIP, including workshop events that should include representatives from local interest and user groups to help inform the development of the cycle and walking infrastructure plans.

It is expected that the various priority schemes that are identified will form the basis of a number of packages of work that the County Council will look to seek funding on through a number of sources. It is expected that this programme of work once funded would be taken through the local committee who are best placed to provide the necessary scrutiny and local decision making of these proposals.

4. Question submitted by Rosemary Hobbs:

Background information:

The 3 mile stretch of the A24 from North Holmwood to Beare Green bisects four villages (North, Mid and South Holmwood and Beare Green), has 24 turnings (roads and lanes) as well as some individual driveways, and has a considerable population living within 200m of this 50mph dual carriageway. It traverses the Surrey Hills AONB and is bounded by National Trust land for much of its length. Footpaths and bridleways cross the road at several points and are used by walkers, cyclists and horse riders travelling East-West, but are unmarked; drivers would be unaware of them. There is a shared-use foot/cycle path alongside the road, but it is narrow and in a poor state of repair.

ITEM 4a

I represent a group of residents of The Holmwoods and Beare Green who are very concerned about safety, noise and air pollution resulting from speeding traffic and especially motorbikes without silencers. Residents who regularly drive to the villages find that both left and right turns feel hazardous when being followed by speeding or overtaking vehicles. Pedestrians crossing the road to post a letter, reach a bus stop or follow a footpath feel unsafe.

In the last ten years (2010-2019) there have been 77 minor, 15 serious and 2 fatal accidents reported on this stretch of road, mostly around the junctions. Along with many of my neighbours, I am regularly woken by deafening motorbike engine noise in the early hours of the morning. Neighbours with gardens backing onto the A24 are unable to have a conversation in their gardens at busy times in the summer. And the recent diffusion tube nitrogen dioxide reading near the A24 in Beare Green was the highest in the District.

Question:

Given the welcome speed limit reduction agreed on A24 Deepdene Avenue, what action is planned in the near future on traffic calming measures such as reduction to a single lane or extending the 40mph speed limit on the stretch of the A24 from North Holmwood to Beare Green, especially in the light of Surrey's Climate Change strategy and the need to reduce carbon emissions and encourage more walking and cycling?

Response:

Officers very much sympathise with the concerns raised by Mrs Hobbs. Excessive speed can increase the risk of collision and can make the consequences worse. It can also deter more walking and cycling and can make places less pleasant to live. It is notable that during lock down there was an increase in speeds on many roads. There have also been concerns over the level of vehicle noise elsewhere in Mole Valley including on the A24 near Mickleham and the A25 in Westcott. The enforcement of excessive speeds and noise is the responsibility of Surrey Police. Therefore, Surrey County Council work closely with Surrey Police to develop local speed management plans to help them as much as we can. This means that whenever there are concerns over speeding vehicles, we will deploy equipment to measure the speeds. This information is used alongside information on the number of personal injury collisions, and the nature and use of the road to determine which stretches need the most attention to tackle the history of collisions and reduce speeds.

Consequently, the stretch of the A24 between Dorking and Beare Green has been identified as being one that the police will continue to provide enforcement through the use of a mobile speed camera van that will position at various locations along the route. The police are also considering the options for tackling concerns over excessive vehicle noise and what equipment might be available for them to use in that regard.

Although this stretch of the A24 has suffered some collisions, there are many other locations in Surrey that have suffered a greater number of collisions in the last three years. Summary data on collisions can be viewed on www.crashmap.co.uk. For example, to the end of 2019, this 4.8 km stretch of the A24 had suffered a total of 10 injury collisions, with three of these resulting in serious injury, and seven resulting in slight injury. In comparison the 3.5km stretch of the A29 between Beare Green

Roundabout and Ockley had suffered 12 injury collisions with one of these resulting in a fatality, six resulting in serious injury and five resulting in slight injury. The latter is the subject of a proposal to this same local committee meeting to reduce the speed limit to improve safety.

In recent years there has been investment on the A24 in a reduction in lanes on the northbound carriageway to the north of the Beare Green Roundabout (as far as the junction with Old London Road), and in a hard standing for police mobile camera vans to position safely alongside the southbound carriageway to enforce speeds on both directions (opposite the junction with Old London Road).

Therefore, we do not currently have any plans for further investment in highway measures along this stretch at the present time, as there are other locations that need our attention first. However, the county council will continue to support the police in their efforts to enforce speeds and noise in any way that we can.

5. Question submitted by Cllr Roger Adams:

The southern end of Rectory Lane, which runs between the A246 Guildford Road and the Preston Cross roundabout on Lower Road, Bookham is narrow with just enough width for two cars to pass. The speed limit on this section is 40 MPH. The lane is well used by pedestrians and cyclists however there is no footpath and thus makes it extremely dangerous. It was proposed that land on the east side of the road could be purchased in order to provide a footpath, however little progress appears to have been made to date. Without intervention, there is a death or a serious injury waiting to happen. Therefore, I ask SCC when will they take action to alleviate this danger?

Response:

Rectory Lane is a D Class road that links Lower Road at the northern end with the A246 Guildford Road at the southern end. There is a footway on both sides of the road between Lower Road and the northern entrance to The Grange. The footway on the east side of the road continues as far as Grange Cottage. There is no footway between Grange Cottage and the A246 Guildford Road. The speed limit on the section of Rectory Lane with no footway is 40mph.

Feasibility design into a footway between Grange Cottage and the A246 Guildford Road was carried out in 2013 and two options were developed for a footway along the east side of Rectory Lane. Both options required the acquisition of additional land outside the boundary of the highway, and the removal of a mature hedge. Unfortunately, it was not possible to reach agreement with the landowner to acquire the land and the scheme was not progressed.

Officers understand that there are road safety concerns about pedestrians walking along the section of Rectory Lane where there is no footway. The collision record for Rectory Lane has been investigated and during the period June 2017 to May 2020 (the latest dates that information is available) there has been one collision involving slight injury on Rectory Lane. This collision was between two vehicles at the junction of Rectory Lane and the A246 Guildford Road, and did not involve any pedestrians.

ITEM 4a

It is acknowledged that there is a desire for improvements for pedestrians in Rectory Lane. Pedestrian improvements in Rectory Lane remain on the Integrated Transport Scheme list for consideration for future funding.

6. Question submitted by Andrew Matthews:

With the Berkley Homes announcement that construction of the New Howard of Effingham school will start in February 2021, what provision is Surrey County Council making for active travel to the new location for the children travelling from Bookham to the new school?

Response:

Please see the below information with regards to active travel for the new Howard of Effingham school, this is particularly in relation to users travelling from Bookham.

Pedestrians – there is an existing public footpath network from Howard of Effingham School to Bookham, the new development will ensure access to these are clear for all future users of the site. There is also going to be a toucan crossing on Lower Road near where FP73 and FP75 meet. The footway on the northern side of Lower Road will be widened and upgraded to a shared footway/cycleway and connect with the existing footway/cycleway on the southern side of Lower Road which heads east towards Bookham. There will be minor improvements to the existing footway in some locations to provide dropped kerbs at junctions to allow access for all.

Cycling – as mentioned above improvements are being made by the developer in the form of a shared footway/cycleway with toucan crossing on Lower Road which will provide an off-street cycling route. The school travel plan raised an issue with access to bike sheds for both staff and pupils. The new school will have a total of 223 cycle parking spaces, of which 23 relate to staff cycle parking and 200 relate to pupil cycle parking. This is in accordance with Guildford Council's parking standards. The cycle parking will be provided as Sheffield stands under shelters.

Coaches – an improved access is being provided compared with the current access. A drop-off area will be implemented within the school site.

Buses – Local bus provision within the vicinity of the site is good. The stops are accessible to all via the existing footway network.

Travel Plan – An updated school travel plan was conditioned with the planning application. This will include information on existing modal split and objectives to increase use of sustainable modes of transport. A travel notice board is to be provided within the school and also on their website. This will set out the coach stops, bus stops and cut throughs for walkers so all users are informed. This will also include walking and cycling routes as well as bus timetables.

Overall, the catchment area will not change post-development, so pedestrian/cycle and bus routes are not expected to change. The school is increasing in size but with the improvements mentioned above it is considered that the proposed site has provided access to sustainable modes of transport for all future users and importantly safe access is being provided to the school.

7. Question submitted by Cllr Paul Kennedy:

What does the data show are the three main accident hotspots on Fetcham's roads, and how is SCC addressing the risks involved?

Response:

Summary data on personal injury collisions recorded by the police is available for all to view on www.crashmap.co.uk. A more detailed and up to date version of the same data is used by county council highway engineers to identify the worst collision hotspots and routes across Surrey and to then develop highway improvements if it is determined that there is a pattern that could be addressed.

A road safety working group for the Mole Valley District (as a whole) is hosted by the county council's Road Safety Engineering team every six months and includes Area Highways colleagues and police road safety specialists. Data on the worst collision hotspots is presented at the meeting, and site visits are undertaken to inform upon options to tackle the problems identified. The Road Safety Engineering team are allocated a £200,000 central budget for the whole of Surrey and this is prioritised at the sites where it is thought that the greatest injury collision reductions could be achieved for the amount of money being invested. For example, proposals for changes to speed limits elsewhere in Mole Valley are being presented to the local committee at this same meeting.

By way of an example local to Fetcham, a scheme was implemented in Fetcham in 2017 to improve the roundabout junction of Lower Road with The Ridgeway where there had been a history of collisions including several involving cyclists. The scheme involved the addition of white line hatching around the edges of the roundabout to visually reduce the width (while still allowing larger vehicles to be able to make a turning), and to encourage cyclists to proceed within traffic in single file away from the edges of the roundabout. In the last two years there has been one further collision involving an injury to a cyclist in August 2020.

Junction of Lower Road with The Ridgeway

(before lining scheme)



(after lining scheme)



ITEM 4a

Determining the worst collision hotspots in Fetcham would depend upon where the boundaries for Fetcham are, the period of time over which the history of collisions is viewed, and the weighting applied to collisions of differing severity (fatal, serious and slight). Analysis could also take into account the amount of road user activity at a site. No such detailed analysis has been undertaken specifically for the Fetcham area, though anyone can undertake an overview for themselves using www.crashmap.co.uk. There aren't currently any injury collision hotspots being prioritised by the Road Safety Engineering team in Fetcham at the present time as there are many other sites across Surrey where there is a greater history of collisions in need of attention.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 9 DECEMBER 2020

LEAD OFFICER: JESS LEE, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL



1. Question submitted by Mrs Hazel Watson:

Can all the defects in the southbound A24 carriageway between the pedestrian crossing by Deepdene Station and the pedestrian crossing at the Deepdene Roundabout be listed and can confirmation be given whether a road with these defects is deemed acceptable or whether the road should be resurfaced? If the road condition is not deemed acceptable, can confirmation be given as to the timeframe in which the resurfacing will take place?

Response:

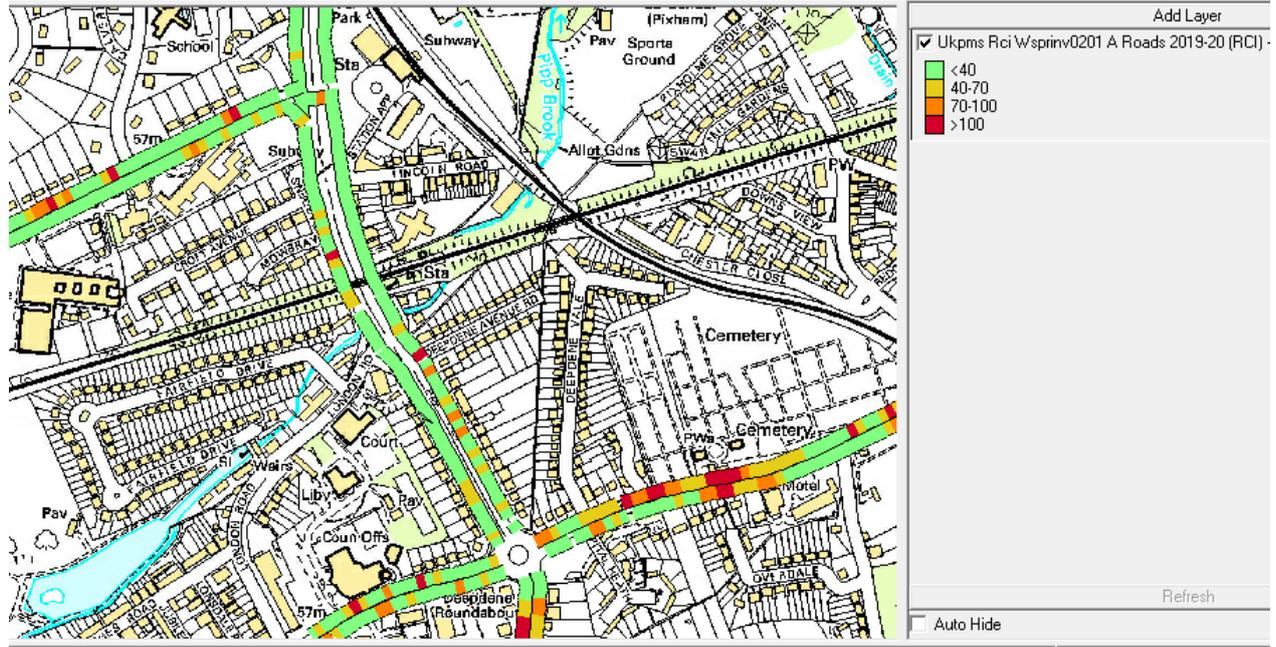
During the last safety inspection for this road carried out on 26 October 2020 no defects were recorded. As an 'A' road Deepdene Avenue is inspected monthly. Over the previous 6 months 4 carriageway defects were also reported by the public, 3 of which were actioned and repaired within a 5-day response time.

These types of defects are not used as an indicator of resurfacing need. This is determined using information recorded during condition surveys. The A24 is surveyed every 2 years in line with best practice guidance. A RAG map giving indication of condition based on an index score is shown below. The index score is comprised from combination of all defect types including cracking; rutting; profile variance and texture. The main contributor to the road condition index is longitudinal profile variance which is not a major consideration as levels in urban areas are fixed by kerbing and thresholds.

Several sections were resurfaced in October 2019 based on assessment by Engineer's who determined the most need. A further assessment, following request from the member, was undertaken in May 2020 and it was noted that no further resurfacing is required. Their comments included "Southbound sections not resurfaced in 2019 are in reasonable condition with some minor damage, few patches. Strong concrete base with heavy asphalt overlay".

This road will continue to be assessed using routine condition surveys and safety inspections. Any safety defects at intervention level will be scheduled for repair.

ITEM 4b



SURREY COUNTY COUNCIL



LOCAL COMMITTEE (MOLE VALLEY)

DATE: 9 DECEMBER 2020

SUBJECT: IMPROVE SAFETY OF THE NEWDIGATE ROAD FOR OUR SCHOOL AND CHILDREN

DIVISION: DORKING RURAL

PETITION DETAILS:

Mole Valley Local Committee Petition (9 December) Summary:

Improve safety on the Newdigate Road for our school and children.

We the undersigned petition Surrey County Council to improve safety on The Newdigate Road. We need better signage, better parking facilities, traffic calming measures and a safe place for our children to cross the road. We do not want to risk another accident on the Newdigate Road.

RESPONSE:

School road safety is a frequently expressed concern. At school drop off and pick up times the roads in the immediate vicinity of schools, such as Newdigate Road, are especially busy. This is especially the case at this time when COVID19 restrictions have meant that passenger capacity on school buses has been reduced, and more children are being taken by car than at times when there are no COVID19 restrictions in place. During the school drop off and pick up times the added congestion can lead to frustration from motorists and residents.

Surrey County Council (SCC) has developed a policy which describes the process used for investigating and responding to concerns about school road safety. Our aim is to reduce the risk of collisions and make the road feel safer, to encourage more people to consider walking or cycling to and from school.

Surrey County Council's Safer Travel Team have investigated the concerns raised in the petition above using the Road Safety Outside Schools Policy. This process involved site visits which looked at the physical highway features outside The Weald Primary School. An internal audit was carried out with the school's management team to look at what the school does in order to promote road safety and sustainable travel to their pupils and wider school community.

Due to COVID19 restrictions on the number of people that can attend site visits, several site visits were carried out by individual officers separately, including members of SCC's Road Safety Team, SCC's Active Travel Team, SCC's South East Area Highways Team and Surrey Police. These visits were carried out both during the morning school drop off and afternoon school pick up.

During these site visits it was observed that immediately outside the school there are yellow school keep clear markings, there is a school warning sign to the west of the

school's pedestrian entrance, with a vehicle entrance to the east. The pedestrian entrance is protected by guard railing. Parents park on the same side as the school thus there is little to no crossing of Newdigate Road. There are school Zig Zags at the entrance to the school drive and white T bar markings across the mouth of a number of drives which are well respected by parents. This helps to provide unofficial priority give-ways, up to a point. However, when parents leave, the relaxed nature of the unofficial system is reduced and although speed was not excessive, it was seen at times, as inappropriate.

Following the site visits a Road Safety Outside Schools report was compiled, containing results of the road safety education assessment and any potential highway improvements following the observations carried out during the site visits. The report is attached in **Annex 1**. This report was sent to the Divisional Member, the District Councillor and the school head.

Recommendations for engineering measures, following the observations carried out during the site visit were as follows;

An additional parking restriction marking further east, to deter parking but allow a small section of carriageway to assist / facilitate the unofficial priority give way, to assist by creating an additional area to give way. This will slightly lengthen the parking queue length in Newdigate Rd but could act to assist visibility for parents / children crossing to access the park. This is to be investigated by the parking team.

Discuss with Kings Head public house to allow parking in rear car park.

The proposed engineering measures would improve the safety of pupils walking to and from The Weald Primary School and could provide extra parking provision. These measures would help to reduce antisocial parking and so would reduce risk of collisions. The school travel plan and road safety education improvements recommended within the attached Road Safety Outside Schools report would also help to improve road safety.

RECOMMENDATION

The Local Committee is asked to note:

1. Several site visits were carried out by officers from SCC's Road Safety Team, SCC's Active Travel Team, SCC's South East Area Highways Team and Surrey Police. These visits were carried out both during the morning school drop off and afternoon school pick up.
2. The recommendation within the Road Safety Outside Schools report regarding an additional parking restriction and that this will be further investigated by the parking team.
3. The Safer Travel Team will work with the school to introduce the recommended additional road safety education activities and school travel plan and assist with the negotiation of using the pubs car park as a park and stride location.

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (MOLE VALLEY)

DATE: 9 DECEMBER 2020

**SUBJECT: REQUEST FOR A CONTROLLED CROSSING ON
CHALKPIT LANE, DORKING**

DIVISION: DORKING HILLS

PETITION DETAILS:

Mole Valley Local Committee Petition (9 Dec) Summary:

We, the concerned parents, residents, business owners, and community partners of Dorking Safe Streets, understand that in the last year, a proposed scheme has been added to the draft Mole Valley "Infrastructure Delivery Plan" and there have been two major nearby residential developments at Vine Court, Chalkpit Lane and The Pilgrim, Station Road which has resulted in Mole Valley District Council receiving Community Infrastructure Levy payments to spend on local infrastructure.

Dorking Safe Streets proposes that the funds be used to construct a safe, controlled pedestrian crossing to make Dorking Streets Safe, for everyone.

RESPONSE:

Chalkpit Lane in Dorking is a section of the A2003 which links the A25 with the A24. It is a single carriageway road through a residential area with a 30mph speed limit. There is currently an informal crossing point on Chalkpit Lane in the vicinity of the Triangle Stores, in the form of a pedestrian refuge island in the centre of the road with dropped kerbs at the edge of the footway on both sides. This informal pedestrian crossing point is well used by children walking to local schools in this area as well as other pedestrians. Therefore, requests for a controlled pedestrian crossing point have been received previously.

A review of the reported personal injury collisions shows that there have been no reported personal injury collisions in Chalkpit Lane, during the most recent 3-year period for which data is available (from 01/06/2017 to 31/05/2020). However, it is appreciated that parents, residents, business owners and community partners of Dorking Safe Streets would like a controlled pedestrian crossing to be installed.

The provision of a controlled pedestrian crossing facility on Chalkpit Lane, in the vicinity of the Triangle Stores, has been assessed on a number of occasions by officers over the years. Unfortunately, there are a number of factors which make the construction of a controlled pedestrian crossing at this location difficult to install. The factors are as follows;

1. Existing safety regulations do not permit the installation of a push button pedestrian crossing where the existing pedestrian island is located. Existing safety regulations state that crossings should be located away from conflict points at uncontrolled junctions (the uncontrolled junction in this instance being Station Road). This will give drivers an adequate opportunity to appreciate the existence of

a crossing and to brake safely, in order not to hit a pedestrian using the crossing. A minimum distance of 20m is suggested for a controlled pedestrian crossing.

2. This 20m distance means that the crossing would need to be installed at the vehicle access to the private car park in front of the shops, so that it is far enough away from the junction with Station Road whilst ensuring that it is still close enough to where pedestrians want to cross.
3. Installing the crossing between the private vehicle access to the shops and the private access to Vine Court would move the crossing further away from where pedestrians wish to cross. It would also put the pedestrian crossing in close proximity to the private access to the shops and the private access to Vine Court, and would again not give drivers adequate opportunity to appreciate the existence of the crossing and whether they have a red light.
4. As a result, the vehicle access to the private car park would need to be closed, in order to provide a safe controlled crossing point and to ensure that the crossing is located where people want to cross and away from conflict points. A new vehicle access to the shops would need to be located on Station Road. However, this access may not be safe due to visibility of traffic approaching from the south around the bend on Station Road.
5. The existing pedestrian island would need to be removed and the footway widened on both sides to install pedestrian guard rail to ensure that pedestrians use the controlled crossing.

Due to the above factors the installation of a controlled pedestrian crossing point that can be used safely is unfortunately not straight forward. As a result, the cost of the design and construction of such a crossing would be greater than similar crossings installed elsewhere, with an estimated cost of £220,000.

Recent discussions have been carried out with Mole Valley District Council officers regarding the possibility of using CIL funding to construct a controlled pedestrian crossing on Chalkpit Lane, Dorking. The construction of a controlled pedestrian crossing would come under Neighbourhood CIL rather than Strategic CIL, because this is a local scheme benefiting those in the local community. Mole Valley District Council have confirmed that the current funds available within the Neighbourhood CIL budget for the Dorking area is £162,000, which is insufficient funding for the construction of a controlled pedestrian crossing on Chalkpit Lane.

Surrey County Council are aware of the ongoing concerns regarding the safety of crossing Chalkpit Lane. As a result, the provision of a controlled pedestrian crossing facility at this location is on Surrey County Council's Integrated Transport Scheme list for possible future funding as well as Mole Valley's Infrastructure Delivery Plan. Officers will continue to try to find opportunities for funding a controlled pedestrian crossing on Chalkpit Lane.

RECOMMENDATION

The Local Committee is asked to note:

- i. The continued requests for a controlled pedestrian crossing to be installed on Chalkpit Lane, Dorking.
- ii. The factors that have an impact on the opportunity to provide a controlled pedestrian crossing point which would be safe to use.

- iii. That officers will continue to look for other sources of funding to construct a controlled crossing point in Chalkpit Lane that would be safe for pedestrians to use.

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer

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